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NEW YORK JOURNAL

AND ADVERTISER

11,012
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PRINTED "WANT" ADVERTS.
LAST WEEK.

NO. 6,223. THURSDAY—Fair.

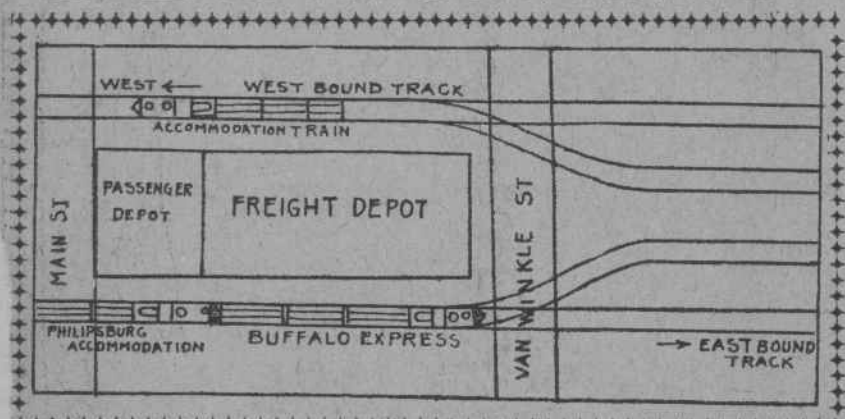
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THURSDAY—Fair.

PRICE ONE CENT in Greater New York; Elsewhere, and Jersey City, TWO CENTS.

FIVE KILLED IN A D.L. & W. SMASHUP

"THE BLOODIEST BATTLE OF THE CENTURY" IS FOUGHT BY METHUEN AT MODDER RIVER.



How the Fatal Accident Occurred.

The Delaware, Lackawanna & Western Buffalo express was waiting in the Paterson railway station, behind time, when the Phillipsburg accommodation crashed into its rear, telescoped two cars, killed five persons and seriously injured twenty-two others.

Buffalo Express Telescoped by a Local Train in the Station at Paterson, N. J.—Twenty Persons Seriously Injured.

THE DEAD.
David Roe, of Ithaca, N. Y., an unidentified.
an unidentified.
Little girl, unidentified.

THE INJURED.
Agnes McDonald, Oxford, N. Y., both legs broken; face cut; seriously but not fatally injured.
Samuel Mendelsohn, Wilkesbarre, Pa., body bruised and legs broken and crushed.
Mamie Doyle, Binghamton, left arm broken, injured about body, and it is feared that her injuries are serious.
Lizzie Kane, Binghamton, N. Y., feet crushed.

David Roe, Ithaca, N. Y., husband of the woman killed; right leg crushed.
Oscar Acosta, No. 316 Tenth avenue, Scranton, Pa., legs crushed.
Thomas A. White, Ithaca, N. Y., head cut by flying glass.
John White, son of the foregoing, left leg broken, cut by glass and badly bruised.
Louis Baron, Dover, N. J., face and body bruised and cut.
J. B. Howe, Jr., 188 Ninth avenue, Brooklyn, hurt about body and head cut and bruised.

Sterling S. Smith, 173 Columbia Heights, Brooklyn, injured about the head.
Max Muscovitch, 86 Cannon street, New York, head injured.
Louis Freedman, 133 Caray avenue, Scranton, Pa., legs crushed and head bruised and cut.

W. H. Furbush, of No. 446 East One Hundred and Seventeenth street, New York, head slightly injured, flying glass.
Charles Remsen, No. 329 Newark avenue, Brooklyn, side injured. May be internally hurt.

Isaac Gordon, No. 1353 Fifth avenue, New York, hurt about the head.
William C. Isael, No. 1832 Boulevard, Chicago, leg cut and head badly bruised.
Daniel Maxwell, Hackensack, N. J., cut about face and head and badly bruised.
Pratt, 64 Tompkins avenue, Brooklyn, leg injured.

McCormack, resident of Michigan, slightly cut and injured, was able to proceed to New York.
A. B. Cordley, University Heights, New York, slightly injured and went to New York.

Five persons were killed outright and twenty-two more or less severely injured in a railroad collision at 7:45 o'clock last night in the Delaware, Lackawanna & Western Railway at Paterson, N. J.

Officials of the road in charge of the station failed in saying that the mishap was in all likelihood attributable to neglect of the road's rules on the part of Engineer Reardon, of the local train running eastward between Phillipsburg, N. J., and Hoboken.

Reardon's train plunged into the after-truck coach of the Buffalo Express, No. 6, which had just come to a standstill in Barclay street, about three car lengths outside the station.

Both the rear coaches of the express were wrecked. The after one was driven off its trucks and telescoped the coach ahead, which received the greater part of the injury.

In this car were forty-five persons, and it is said that nearly all of them were killed or injured. Only ten persons were in the after coach.

Train No. 6 left Buffalo at 9:30 yesterday morning with nine cars, including baggage, express, smoker and coaches. It was due in Hoboken at 7:10, but had lost time and failing to make it up, reached Paterson at about 7:42.

An outward-bound accommodation train, being people away from New York for Thanksgiving holiday, was backing up passengers on the west bound track at the other side of the station at the time.

Local Train Too Fast.
The rules and regulations of the road require that no train arriving at any station while another train is halted there shall proceed on its way until the first shall have left.

The Buffalo express was therefore compelled to make further delay, and a trainman, William W. Wadsworth, descended and tried hard to flag the train from Phillipsburg, which was known to be close behind. He had scarcely made any headway on his mission when the Phillipsburg train dashed into view, running at a rate of speed, the railway men agree, far greater than was permissible at that point, particularly under the circumstances. It was said last night—although some doubt may attach to the statement, by reason of the confusion which prevailed—that the block signal, which was working properly, had failed to stop the express.

But that Engineer Reardon, for some inexplicable reason, had failed to observe the signal.

Within a few seconds after the advancing flagman caught sight of the locomotive, the impact occurred and in an instant there was a mighty crash.

The cars, escaping steam and the screams of the terror-stricken and the injured.

The engine of the Phillipsburg train was torn to pieces. Its upper works and boiler were smashed away and the locomotive

of the boiler was for no less so much paper. The wreckage caught fire, but a few buckets of water put this out. Thus one danger to the score of persons in the wreck was averted.

The passengers in the uninjured coaches of No. 6 were thrown from their seats, and as soon as they could regain their feet rushed from the train, those from the Phillipsburg train joining them and forming a crowd which was dominated by the most fearful consternation and disorder.

Immediately after the crash a policeman turned in a call for the firemen and the police reserves, and within a few minutes they were on hand. Big crowds collected and every one who could turned in to get out the dead and injured from the terrible tangle of wood and iron.

Made Light with Debris.
From the wreck came groans and shrieks and prayers for death or deliverance. It was intensely dark at the scene, and as the broken wood was taken out of the tracks, then it was set on fire to furnish light for the rescuers.

The firemen, police, train hands and several score of citizens turned in to rip the fearful pile to pieces. It was desirable to draw the engine out, but this could not be done because it would result in death to some of those imprisoned.

Before the wreckage was attacked there was the body of a man hanging half out of one of the rear windows on one side and a woman hanging from a window on the other side. Both were in rear seats in the rear car, and when the engine tore through it their mangled and mangled bodies were crushed through the windows and fell between the sides of the car and the sides of the engine.

Each of the male passengers as retained their self-control fell to with train hands, under the direction of Chief Clerk A. W. K. Chapman, Conductor G. W. Campbell, of train No. 6, and Conductor Barrett, of the Phillipsburg train, in helping out the injured from the mass of wreckage.

The rescuers took men and women out of the wreckage in rapid succession, and they were hurried away to the hospitals. In many cases it was necessary to chop away the wreckage about the injured in order to get them out. In some cases it was even impossible to chop, and the rescuers had to resort to the slower but more gentle saws.

One man, who afterward proved to be not seriously hurt, was found standing upon his head in a corner, held fast by the wreckage which had piled about him. When taken out it was thought he was dead, but he revived and proved but slightly injured. He became unconscious from the rush of blood to his brain while he was held in the reversed position.

Lizzie Kane, of Binghamton, was found with her feet held fast between two heavy beams. The rest of her body was clear, but she had to lie there suffering great agony while the men trying to get her out dug down through a heap of broken wood and iron and freed the upper beam.

Both Her Legs Broken.
Agnes McDonald, of Oxford, was taken out with great difficulty. Both bones were broken in both legs, and in her left leg the flesh is fearfully lacerated by the ends of the broken bones. She suffered terrible agony during the half hour it took to cut her free from the wreckage.

The dead were carried into the station and placed upon the floor with blankets from the coaches over them.

Superintendent Russell, of the road, reached the scene from Hoboken at 10 o'clock, and took charge. He ordered everything possible done for the injured.

David Roe, who died in the hospital with his right leg badly crushed, became frantic when he found his wife was not in the hospital. He had a premonition that she was dead, and would not believe the attendants when they assured him she was only slightly hurt and had been taken to a hotel. His wife was killed and her body is badly crushed and mangled.

The Whites—father and son—were found with their arms about each other. The son's leg is broken while the father is badly bruised and his face and hands cut by flying glass.

NEW YORK WANTS BOTH NATIONAL CONVENTIONS.
General McAlpin and a Non-Partisan Committee to Offer Inducements to Republicans and Democrats.

General E. A. McAlpin has notified Chairman Mark Hanna that a committee from this city will appear before the Republican National Committee in Washington December 15 and request it to designate New York as the place for the next Republican National Convention.

General McAlpin told Chairman Hanna that the committee is prepared to devote \$100,000 or more toward the entertainment of the delegates, and to give Madison Square Garden rent free for the convention.

McAlpin, E. W. Bloomingdale, John D. Cullinan, Lewis P. Nixon, H. H. Brockway and Theodore W. Myers will probably constitute the non-partisan committee to go to Washington. The same gentlemen, with others, are to wait upon the Democratic National Committee at its February meeting and ask that the Democratic National Convention shall be held here.

JOHN P. ROESE REFUSES SPECIAL JAIL PRIVILEGES.
Fort Scott, Kan., Nov. 29.—John P. Roose, member of the National Executive Board of the United Mine Workers of North America, sentenced to jail for three months for contempt of the Federal Court, has refused the offer of United States Judge William for special jail privileges at Topeka, saying:

"An innocent man has no preference of prisons in which to be unjustly confined."

Mahwah (N. J.) Tunnel Opened.
Tunelo Park, Nov. 29.—The new tunnel under the Erie tracks at Mahwah, N. J., was opened today.

Judge Quackenbush, Deputy Collector at New York, and Rodwald Price, son of the late Governor Price, of New Jersey, occupied the first car which had driven under. Judge Quackenbush made a speech.

METHUEN PREPARES BRITAIN FOR A HEAVY CASUALTY LIST.

LONDON, Nov. 29.—General Lord Methuen's dispatch to the Queen, after the battle of Modder River:

"The battle was the bloodiest of the century."

"The British shelled the enemy out of the trenches and then charged. The result was terrible."

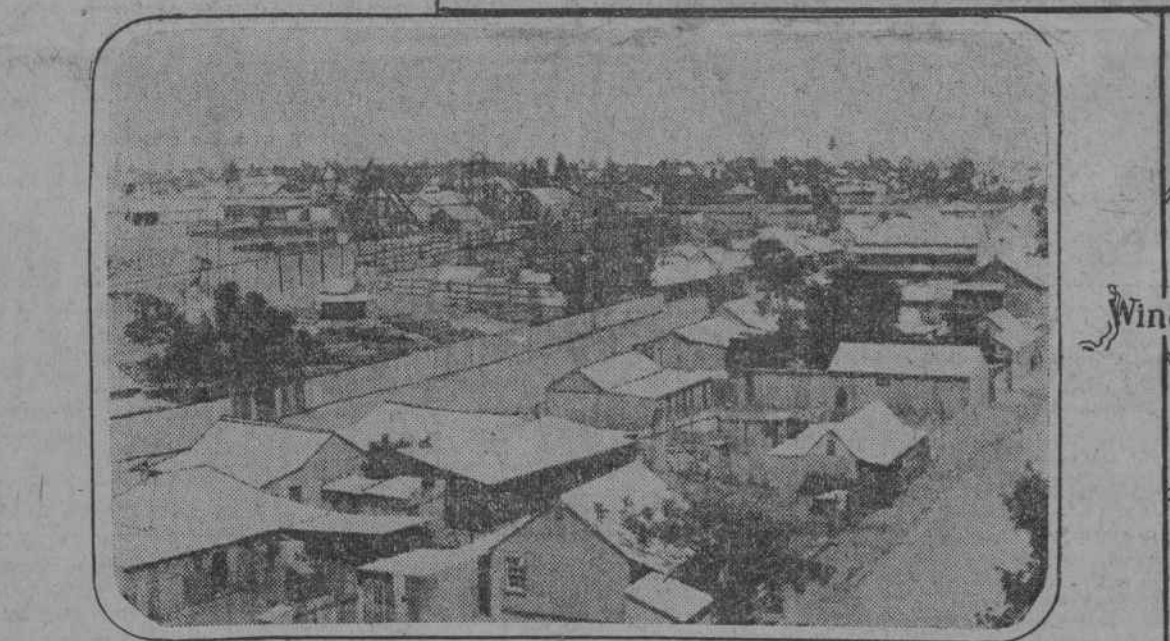


MODDER RIVER, WHERE THE BIG FIGHT TOOK PLACE FROM THE LONDON GRAPHIC



MODDER SPRUIT BRIDGE, BLOWN UP BY THE BOERS.

FROM BLACK AND WHITE



KIMBERLEY, FROM ROCK SHAFT.

FROM PHOTO

FIRST REPORT OF THE GREAT BRITISH VICTORY.

LONDON, Nov. 29.—The War Office has received the following dispatch from the general commanding at Cape Town:

"Cape Town, Tuesday, Nov. 28.—General Methuen reports:

"Modder River, Tuesday, Nov. 28.—Reconnoitred at 5 a. m., enemy's position on River Modder and found them strongly intrenched and concealed. No means of outflanking the river.

"Full action commenced with artillery, mounted infantry and cavalry, at 5:30.

"Guards on right and Ninth Brigade on left attacked position in widely extended formation at 6:30, and, supported by the artillery, found themselves in front of the whole Boer force, 8,000 strong, with two large guns, four Krupps, etc.

"The Naval Brigade rendered great assistance from the railway.

"After desperate, hard fighting, which lasted ten hours, our men, without water or food and in the burning sun, made the enemy quit his position.

"General Pole-Carew was successful in getting a small party across the river, gallantly assisted by 300 sappers.

"I speak in terms of high praise of the conduct of all who were engaged in one of the hardest and most trying fights in the annals of the British army. If I can mention one arm particularly, it is two batteries of artillery."



The Location of the Battle of Modder River.

General Lord Methuen has found the road from the Orange River toward Kimberley a rough and bloody way. He has already fought three battles, and still in his course the Boers are in force, and are entrenched at Spytfontein.

The pictures of the Modder River, at a point above the bridge, illustrates a part of the field of the bloody battle. The bridge over the river is the railway viaduct, some time ago reported blown up by the Boers.

So the British General Describes in a Message to the Queen the Desperate Battle in Which He Defeated the Boers.

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LONDON, Nov. 29.—London is athrob with anxiety concerning General Lord Methuen and his men, who are fighting their way, foot by foot, to the relief of Kimberley.

There is no doubt that they won a great battle yesterday at Modder River, but the War Office has not given out any list of casualties, and England fears that the price paid in human life was frightful.

It is believed from the actions of the authorities that the full particulars will show that the battle of yesterday was one of the bloodiest in history.

The brief dispatches received from

Cape Town indicate that the Boers gave the British forces but little time to rest after the battle of Gras Pan, three days ago. It appears that the men fought all day in a burning sun, with no food and no water. The Boer defence was undoubtedly stubborn, and the lay of the land about the battle field is such as to give them all the advantage of position.

Throngs Around the War Office.
The excitement about the War Office to-night was terrific. With General Lord Methuen is the flower of the infantry of the British army, officered by the most prominent of the noblemen

(Continued on Second Page.)

LONDON'S MAYOR IN BRIBERY SCANDAL.

His Business Partner Paid English Press as Hooley Did.

A "VINDICATION" FAILS.

Lord Mayor Expected to Resign. Labouchere's Paper, Truth, It Is Said Was Bought.

(Copyright, 1899, by the New York Journal and Advertiser.)

London, Nov. 29.—Lord Mayor Newton's attempt to vindicate himself in court today on charges of misrepresentation in a company promotion resulted in placing himself in such an unfavorable light that the general impression is that he will resign from the office which he only assumed two weeks ago.

Newton, with several others, attempted to float a year ago a company called the Industrial Contract Corporation, vendors. It had bought property for £17,000, and proposed to sell it to a new company for £48,000. The promoters figured, after paying all expenses, on making £31,000 net profit on the deal.

The specific charge against Newton is that he was both a vendor and a director in the new company. In plain words, by concealing the fact that he was a promoter, he deceived the men he induced to go into the new company with him, and thus sold his own property to his own company, which is illegal.

When the Lord Mayor was installed in office the Lord Chief Justice, in administering the oath, declared it devolved upon him to clear himself of these charges. The present action was a friendly one brought by the Mayor to do this.

William Mendel, who was interested with Newton, testified to-day to large payments to the press for favorable notices. This is just what Hooley did.

The papers named are mostly small—the Whitehall Review, the Saturday Review, the Financial Times, the Financial News, the Draper's Record, the St. James Gazette, To-day, the Rialto, the Observer, the Sunday Times, and Truth.

The naming of the latter paper in this connection created considerable surprise, as Labouchere has always been a vigorous exposé of fraud.

The Lord Mayor testified that he knew nothing of these payments. His testimony did not serve to clear himself much. The case will be continued next week.

THANKSGIVING IN PARIS BY AMERICAN VISITORS.
The Holiday Celebrated by the University Dinner Club, with Ambassador Porter Presiding.

Paris, Nov. 29.—Thanksgiving was celebrated this evening at the Hotel Continental by the American University Dinner Club, United States Ambassador Porter presiding.

Among the guests were M. Alexandre Ribot, who responded for "The French Universities"; M. Henri de Regnier, the distinguished French poet, who will start for the United States next February to lecture at Harvard on "French Literature," and Professor Gieddes, of the University of St. Andrews. M. de Regnier spoken of "American Universities."